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SECURITY INFORMATIONCENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**COUNTRY Rumania  
SUBJECT Port Conditions at Sulina

50X1-HUM

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1. [REDACTED]
2. "Activity at the outlet of the Danube River has slowed down considerably. In the port and town of Sulina there is practically no life, except for the work of the dredges.
3. "Before World War II, Sulina was the headquarters of the International Commission of the Danube. There was great daily activity. Today, however, Sulina has the look of an abandoned town. Most of the population have left. It is inhabited solely by customs officials, frontier guards and a few families of the old petty officials who filled the offices and trade depots of the port before World War II. Several large buildings, used as warehouses before the war and partially destroyed by Soviet bombs during the war, are still lying in ruins. Nobody has repaired them - or even cleared away the rubble. Parts of Berlin must look the same. You rarely see a soul, except for officials and frontier guards, on the long quays or in the streets. The big restaurants, cafes and hotels stand empty and closed along the whole length of the quay on the right, ie south bank, going towards the Black Sea. [REDACTED]

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4. "Along the quays on the left ie north bank, going toward the Black Sea are the barracks of the frontier guards and other minor officials. The more important officials live on the right bank in the best houses left standing there. On the left bank today there is a sort of shipyard where repairs are made on the small boats of the customs officials, the dredge-operators and the fishermen of Sulina. It runs the length of the channel for several hundred meters. There are buildings behind for the tools and machines. No boats are built here. It is used only for repairs. It is the chief local installation. There is only one crane at Sulina. It is installed near this shipyard. It has a capacity of about 150 tons and is mounted on an iron 'tripod' base. It is used for unloading boats and for moving heavy machinery. There are no other special marine facilities at Sulina. [REDACTED]

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5. "The work to keep the channel navigable, especially at the outlets of the river, where large amounts of sand are deposited continuously, proceeds steadily, but at no great pace. Some two or three kilometers south of the town a sand bar forms continuously, and must be dredged away continuously. There is a gauge marked on the embankment that runs the length of the town, on the right, ie south bank, for some 2500 meters in from the sea. This gauge steadily indicates the depth at the 'Sulina Bar.' [redacted] this depth at the end of September 1953 was 20-21 meters.

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6. "To keep the bar navigable, two dredges are working at present. One is called the 'Sulina' [redacted] These dredges work only during the day - not at night. Before World War II about five or six dredges were in operation. What has happened to them? Perhaps the Soviets have taken them. Anyhow, the two dredges now in use are of the type with heavy blades and buckets ('Godets'). They are operated by a team of four or five men. Aside these dredges there is always a sort of barge, on which is dumped the sand or mud cut up from the river bottom where the Danube meets the Black Sea. These barges are manned by about 20 men, who sail them out into the Black Sea to dump the mud and sand and then sail them back alongside the dredges, which stay practically stationary. All the operators on board the dredges and barges are Rumanian, perhaps including a few Soviets from the delta. But Soviets, at least in uniform, are not seen in Sulina.

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7. "Each foreign vessel which passes through Sulina, either leaving or entering the Danube, passes through customs. The control is minimal. Three men come aboard: a customs official, a frontier guard (Grenadier) and another civilian who is presumably a member of the Securitatea. Their talk is quite free, but frankly, anybody entering Rumania knows that liberty ceased at the outlets of the Danube into the Black Sea."

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